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Toronto, November 27, 1937.

CANADIAN NATIONAL RAILWAYS. MEMORANDUM REGARDING
STEAM RAILWAY EMPLOYEES

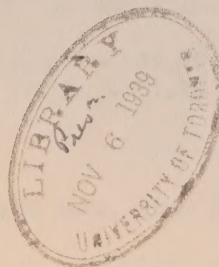
The rates of pay and regulations governing the service of railway employees on the principal railways in Canada are matters of agreement between the Railways and Committees representing the employees and are set out in schedules bearing signatures on behalf of the Employees and of the Railways. Disputes that may arise in regard to the proper interpretation and application of such schedules are, if the parties are unable to agree, referred to certain Boards which have been established under agreements between the Employees and the Railways.

The working day is generally 8 hours - 6 days, or 48 hours per week, the exceptions being as follows:- (1) Main equipment repair shops at which schedules provide for 4 hours' work on Saturdays, or 44 hours per week, and (2) Employees in train service (passenger conductors, freight conductors, passenger baggagemen, passenger brakemen, freight brakemen, passenger engineers, freight engineers, passenger firemen and freight firemen). These train service employees are paid on the basis of rates per mile with minimum per day under the detailed conditions set out in the schedules. For conductors, baggagemen and brakemen in passenger service, the daily rate represents 150 miles, and in all classes of freight and mixed service the daily rate represents 100 miles. For engineers and firemen the daily rate in all classes of service represents 100 miles. Overtime for train service employees is computed on various bases, details of which are set out in the schedules.

A statement is submitted herewith of the schedule rates of pay per mile and per day and average earnings per day and per month for employees in engine, train and yard service, month of September, 1937.

The average hours worked per day for which not less than a minimum day's pay was allowed, and the average days worked per month for the various classes of train service employees, were as follows:-

Classification	Average hours worked or held for duty per trip or day for which not less than a minimum day was paid		Average trips or days for which not less than a minimum day was paid during the month
Passenger Conductors	7 hrs.	39 mins.	25.0
Freight Conductors	8 "	59 "	24.8
Passenger Baggagemen	7 "	45 "	22.9
Passenger Brakemen	7 "	43 "	21.2
Freight Brakemen	9 "	1 "	21.0
Yard Foremen	8 "	23 "	26.3
Yard Helpers	8 "	22 "	24.3
Passenger Engineers	6 "	- "	28.4
Freight Engineers	9 "	51 "	23.2
Yard Engineers	9 "	6 "	26.5
Passenger Firemen	6 "	1 "	25.1
Freight Firemen	9 "	51 "	21.3
Yard Firemen	9 "	6 "	23.0



As illustrating the detailed compilation under schedule rules of the train service employees, the following examples may be interesting:-

PASSENGER SERVICE

Conductor, Baggage man and Brakemen, Train #17,
Toronto - Detroit, October 30, 1937

Reported for duty 8.00 A.M., off duty 3.00 P.M., time on duty 7: 0"

Initial terminal time	-	36"	-	12 miles	
Road time	-	6: 14"	-	231 "	157
Final terminal time	-	10"	-	3 "	

Total 7: 00" - 246 Miles *87.57*

Conductor's earnings	-	\$11.00	<i>135</i>
Baggage man's	-	9.47	<i>6.10</i>
Brakemen's	" (each)	7.70	<i>17.40</i>

Engineer and Fireman, Train #17,
Toronto - London, October 30, 1937,
(Engine runs through Toronto to Windsor,
(but engine crews change at London)

Reported for duty 7.35 A.M., off duty 11.55 A.M., time on duty 4: 20"

Preparatory time	-	30"	-	10 miles
Initial terminal delay	-	31"	-	10 "
Road time	-	3: 04"	-	120 "
Change-off time	-	15"	-	5 "

Total 4: 20" - 145 Miles

Engineer's earnings	-	\$9.40
Fireman's	"	7.31

FREIGHT SERVICE

Conductor, Baggage man and Brakemen, Train 1st 493,
Belle ville to Mimico, October 30, 1937.

Reported for duty 12.45 A.M., off duty 10.15 A.M., time on duty 9: 30"

Initial terminal time	-	1: 10"	-	15 miles
Road time	-	6: 30"	-	111 "
Final terminal time	-	1: 50"	-	22 "

Total 9: 30" - 148 Miles

Conductor's earnings	-	\$9.12
Brakemen's	" (each)	7.16

Engineer and Fireman, Train 1st 493
Belle ville to Mimico, October 30, 1937

Reported for duty 12.15 A.M., off duty 10.30 A.M., time on duty 10: 15"

Preparatory time	-	30"	-	6 miles
Initial terminal delay	-	1: 10"	-	15 "
Road time	-	7: 50"	-	120 "
Final terminal delay	-	25"	-	5 "
Inspection time	-	20"	-	4 "

Total 10: 15" - 150 Miles

Engineer's earnings	-	\$11.34
Fireman's	"	8.53

MEMORANDUM

TO : THE SECRETARY OF DEFENSE

FROM : THE SECRETARY OF THE ARMY

SUBJECT: [Illegible]

1. [Illegible]
2. [Illegible]
3. [Illegible]
4. [Illegible]
5. [Illegible]

6. [Illegible]
7. [Illegible]
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13. [Illegible]
14. [Illegible]
15. [Illegible]
16. [Illegible]
17. [Illegible]

18. [Illegible]
19. [Illegible]

RECOMMENDATION

It is recommended that [Illegible]

the [Illegible] be [Illegible]

20. [Illegible]

21. [Illegible]
22. [Illegible]
23. [Illegible]
24. [Illegible]

25. [Illegible]
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27. [Illegible]
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29. [Illegible]

30. [Illegible]
31. [Illegible]
32. [Illegible]
33. [Illegible]
34. [Illegible]

35. [Illegible]

36. [Illegible]
37. [Illegible]

FREIGHT SERVICE

Conductor, Baggage-man and Brakemen, Train Ex. 1318,
Owen Sound to Stratford, October 30, 1937

Reported for duty 11.15 A.M., off duty 11.40 P.M., time on duty 12' 25"

Initial terminal time	-	2' 20"	-	29 miles	
Road time	-	9' 50"	-	107 "	+16 miles O.T.
Final terminal time	-	15"	-	3 "	

Total 12' 25" - 139 miles + 16 miles O.T.

Conductor's earnings - \$10.37
Brakemen's " (each) 8.54

Engineer and Fireman, Train Ex. 1318
Owen Sound to Stratford, October 30, 1937.

Reported for duty 10.45 A.M., off duty 12.00 midnight, time on duty 13' 15"

Preparatory time	-	30"	-	6 miles	
Initial terminal delay	2' 20"	-	29 "		
Road time	9' 50"	-	107 "	+16 miles O.T.	
Final terminal delay	15"	-	3 "		
Inspection time	20"	-	5 "		

Total 13' 15" - 150 Miles + 16 Miles O.T.

Engineer's earnings \$13.08
Fireman's " 9.81

This statement of the average earnings per employee for the month of September 1937 indicates that the shop crafts employees worked 40 hours per week, this being less than full time provided by the Schedule to the extent of 4 hours at main shops and 8 hours at round-houses and car repair tracks. It probably should also be pointed out that the mileage that employees in train service and hours that employees in yard service are permitted to make during a month as provided by the Schedules have, under agreements with the employees' representatives been departed from during the depression. Such reductions in miles and hours have not been uniform for the various classes of engine, train and yard service employees, or the same at all points, and they varied from time to time during the period of the depression. Such reductions were generally in effect for these classes of employees in September 1937. The result of these reductions in working hours or miles was, of course, that a greater number of employees were retained in service than would otherwise have been the case, and the average earnings per employee would be less than they otherwise would have been, under Schedule rules.

SECRET

1. The purpose of this document is to provide information on the status of the project as of 10/10/80.

2. The project is currently in the planning stage and is expected to be completed by 12/31/80.

1. Planning	2. Design	3. Development	4. Testing	5. Deployment
10/10/80	11/10/80	12/10/80	1/10/81	2/10/81

3. The project is currently in the planning stage and is expected to be completed by 12/31/80.

4. The project is currently in the planning stage and is expected to be completed by 12/31/80.

5. The project is currently in the planning stage and is expected to be completed by 12/31/80.

6. The project is currently in the planning stage and is expected to be completed by 12/31/80.

1. Planning	2. Design	3. Development	4. Testing	5. Deployment
10/10/80	11/10/80	12/10/80	1/10/81	2/10/81

7. The project is currently in the planning stage and is expected to be completed by 12/31/80.

8. The project is currently in the planning stage and is expected to be completed by 12/31/80.

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10. The project is currently in the planning stage and is expected to be completed by 12/31/80.

11. The project is currently in the planning stage and is expected to be completed by 12/31/80.

12. The project is currently in the planning stage and is expected to be completed by 12/31/80.

13. The project is currently in the planning stage and is expected to be completed by 12/31/80.

14. The project is currently in the planning stage and is expected to be completed by 12/31/80.

15. The project is currently in the planning stage and is expected to be completed by 12/31/80.

16. The project is currently in the planning stage and is expected to be completed by 12/31/80.

17. The project is currently in the planning stage and is expected to be completed by 12/31/80.

18. The project is currently in the planning stage and is expected to be completed by 12/31/80.

19. The project is currently in the planning stage and is expected to be completed by 12/31/80.

20. The project is currently in the planning stage and is expected to be completed by 12/31/80.

Toronto, November 23, 1937.

CANADIAN NATIONAL RAILWAYS
Central Region

Schedule rates of pay per mile and per day and average earnings
per day and per month for employees in Engine, Train and Yard
Service, month of September 1937

Figures below represent basic rates with no payroll
deduction -- present payroll deduction 6% which grad-
ually diminishes, and deductions cease April 1, 1938.

<u>Classification</u>	<u>Schedule Rates of Pay</u>	<u>Average Earnings</u>	
		<u>Per trip for which not less than a minimum day was paid</u>	<u>Per Month</u>
Passenger Conductors	4.47¢ per mile; \$6.70 daily rate; Monthly guarantee \$201.00	\$10.17	\$254.06
Freight Conductors	6.16¢ & 6.68¢ per mile; \$6.16 and \$6.68 daily rate;	9.68	239.97
Passngr. Baggage men	3.24¢ to 3.70¢ per mile; \$4.86 to \$5.54 daily rate; monthly guarantee \$145.80;	8.01	183.27
Passngr. Brakemen	3.13¢ per mile; \$4.70 daily rate; Monthly guarantee \$141.00;	7.44	157.90
Freight Brakemen	4.84¢ to 5.58¢ per mile; \$4.84 to \$5.58;	7.78	163.07
Yard Foremen	\$6.64 per day of 8 hours	7.14	187.84
Yard Helpers	\$6.16 per day of 8 hours	6.60	160.65
Passngr. Engineers	6.16¢ to 6.54¢ per mile; \$6.16 to \$6.64 per day; (dependent on weight on drivers); daily guarantee \$7.00 for each day service is performed;	10.19	289.11
Freight Engineers	6.84¢ to 8.36¢ per mile; daily rate \$6.84 to \$8.36; (dependent on weight on drivers)	12.10	281.19
Yard Engineers	\$6.72 to \$7.20 per day of 8 hours (dependent on weight on drivers)	8.11	214.88
Passgr. Firemen	4.56¢ to 5.12¢ per mile; \$4.56 to \$5.12 daily rate; (dependent on weight on drivers); daily guarantee \$5.25 for each day service is performed	8.03	201.83
Freight Firemen	5.00¢ to 6.44¢ per mile; \$5.00 to \$6.44 daily rate; (dependent on weight on drivers)	9.24	192.69
Yard Firemen	\$5.28 to \$ 5.68 per day of 8 hours (dependent on weight on drivers)	6.31	145.33

Count of Employees used in Working Average

The total number of employees in service or available for service as of the middle of the month. Employees whose duties are such as to make them includible in two or more Reporting Divisions included in that Division indicated by the greater part of their time during the month.

The count not restricted to employees actually on duty as of the day of the count, but covers all employees, including employees under pay on vacations or sick leave as well as "extra" men in train and engine service, who are subject to call for duty. Employees who are not subject to call for duty, such as employees not under pay, absent on definite leave or under suspension, and pensioners not bound to render service, are excluded.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

MEMORANDUM FOR THE DIRECTOR, FBI
SUBJECT: [Illegible]

Reference is made to the report of the [Illegible] dated [Illegible] at [Illegible].

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CANADIAN NATIONAL RAILWAYS
Central Region

Schedule rates of pay and compensation per week (excluding overtime) and hours worked per week for employees in Maintenance of Equipment Service

Figures below represent basic rates with no payroll deduction -- present payroll deduction 6% which gradually diminishes, and deductions cease April 1, 1938.

<u>Classification</u>	<u>Hours per week</u>	<u>Schedule rate of pay</u>	<u>Compensation per week (excluding overtime)</u>
Gang Foremen and Gang Leaders	40	77¢ to 84¢ per hour. Average 82¢ per hour	\$33.35
Blacksmiths, Boilermakers, Electricians, Machinists, Moulders, Sheet Metal Workers, Coach Carmen	40	79¢ per hour	32.13
Freight Carmen	40	72¢ per hour	29.28
Apprentices	40	30¢ to 74¢ per hour. Average 44¢ per hour	17.88
Helpers to Mechanics	40	56¢ per hour	22.77
Coach Cleaners	48	44¢ per hour	21.47
Classified Labourers	48	46¢ per hour	22.45
Common Labourers	48	42¢ per hour	20.50

Toronto, Ontario, November 23, 1937.

STATE OF NEW YORK
IN SENATE
January 10, 1906.

REPORT OF THE
COMMISSIONERS OF THE LAND OFFICE
IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE
JANUARY 10, 1906.

ALBANY:
J. B. LIPPINCOTT & COMPANY, PRINTERS.
1906.

STATE OF NEW YORK	0	
LAND OFFICE	0	
REPORT OF THE	0	
COMMISSIONERS OF THE	0	
LAND OFFICE	0	
IN RESPONSE TO A RESOLUTION	0	
PASSED BY THE SENATE	0	
JANUARY 10, 1906.	0	
ALBANY:	0	
J. B. LIPPINCOTT & COMPANY, PRINTERS.	0	
1906.	0	

CANADIAN NATIONAL RAILWAYS
Central Region

Schedule rates of pay and compensation per week (excluding overtime) and hours worked per week for employees in Transportation (other than Train, Engine and Yard Service) and Station Service

Figures below represent basic rates with no payroll deduction -- present payroll deduction 6% which gradually diminishes, and deductions cease April 1, 1938.

<u>Classification</u>	<u>Hours per Week</u>	<u>Schedule rate of pay</u>	<u>Compensation per week (excluding overtime)</u>
Train Dispatchers	48	\$225.00 to \$257.50 per month. Average \$255.00 per month. See Note (a)	\$58.61
Station Agents (Schedule)	48	\$127.00 to \$250.00 per month. Average \$158.00 per month. See Notes (b) and (d)	37.15
" " (Non-schedule)		\$210.00 to \$330.00 per month. Average \$250.00 per month. See Note (c)	58.82
Clerk-Telegraphers) Clerk-Telephoners) Telegraphers & Telephoners)	48	\$117.00 to \$165.00 per month. Average \$145.00 per month. See Note (b)	34.08
Baggage, Parcel-room and Station Attendants	48	\$ 97.00 to \$135.00 per month. Average \$115.00 per month. See Note (b)	26.88
Baggage Porters	48	49¢ per hour	23.52
Gang Foreman-Frt. Stations	48	\$135.00 to \$150.00 per month. Average \$143.00 per month. See Note (b)	33.60
Freight Checkers	48	\$133.00 See Note (b)	31.29
Callers, Loaders, Coopers and Sealers	48	53¢ per hour	26.44
Truckers	48	50¢ per hour	24.00
Janitors and Common Labourers	48	42¢ per hour	20.16

Notes (a) - Monthly rate covers calendar days less Sundays

(b) - Monthly rate covers calendar days less Sundays
and the seven statutory legal holidays

(c) - Monthly rate covers all services rendered
(non-schedule positions)

(d) - Monthly rates of Station Agents at stations known as
"supervisory agencies" and designated in the wage
scale cover all services rendered.

Toronto, Ontario, November 23, 1937.

1. The purpose of this document is to provide a comprehensive overview of the current status of the project and to identify the key areas that require attention.

2. The following table provides a summary of the project's progress to date, including the completion status of each major task and the estimated completion date.

Task ID	Task Name	Completion Status	Estimated Completion Date
1.1	Project Initiation	Completed	2023-01-15
1.2	Requirements Gathering	In Progress	2023-02-01
1.3	System Design	Not Started	2023-02-15
1.4	Development	Not Started	2023-03-01
1.5	Testing	Not Started	2023-03-15
1.6	Deployment	Not Started	2023-04-01
1.7	Project Closure	Not Started	2023-04-15